

The manufactory is extensive, and operated by steam, all the saws and other machinery being propelled by steam. The process of manufacture is singular and interesting, but we are not sufficiently acquainted with it to make a description. We write this article more for the enlightenment of our own citizens than for any other purpose; because but few of them have any idea of the extent of this important manufacturing interest of New Albany.

"ON TO RICHMOND."
 something about our New Railroad
 Its Length and Expectation—En-
 gine Contractors.

In view of the completion of the Rich-
 mond and Stanford branch of the Loui-
 sille and Nashville railroad, the follow-
 ing article from that capital interior pa-
 per the Richmond Register will be re-

THE RICHMOND AND STANFORD RAILWAY.—This road is no longer a thing of the past. It is now a plain and practical reality. The locomotive, the cars and all the trappings and the equipment of a railroad train are at our doors, and now daily the iron horse is heard, stimulating trade, furnishing an easy and pleasant way of travel, and giving new impetus to life in every department. Richmond is no longer on the borders

metropolis of Kentucky, and connected by rail with all the important cities of the United States. The grand old county of Madison, ranking eighth in point of wealth in the State, now has connection with one of the greatest railroad corporations in the Union. This will give her that commercial influence and position abroad which her wealth, trade and abundant harvests so richly merit.

This road is thirty-three miles

been completed in the unprecedented time of one year and three months. This is not only owing to the zeal and industry of the contractors and laborers, but also to the indomitable energy, sagacity and business capacity of George McLeod, chief engineer of the Louisville and Nashville railroad, who, through Engineers Turner and McLeod, has pressed this work straight through.

We have watched the progress of the road with pride and satisfaction, and

low-citizens on having obtained the grand artery of trade and commerce at a little cost. But a few months ago, the people of Madison county voted an appropriation of three hundred and fifty thousand dollars towards making this road together with the right of way, stations and depots, which amount was raised by county bonds due twenty years hence in six months from this time, by written contract, the Louisville and Nashville Railroad Company stand bound to

ny thousand dollars in stock in the Louisville and Nashville railroad, and this stock, together with the dividends which our county will get, will allow us to pay the whole amount which our railroad has cost this county. It is true the cheapest railroad on record, and is true of incalculable benefit in bearing away our stock and produce to any and every market, and in bringing to our very doors coal, lumber, salt, and, in fact, everything desired by merchants.

Whilst we have admired the energy manifested by all the contractors in building the Richmond and Stanrod road, yet too much credit cannot be given to the contractor Cornelius C. Coyne who graded the three miles of road near to Richmond. We have noticed his zeal and energy, and his splendid management of his employees. Obtaining the contract late in this year when hands were scarce, and having several heavy hills to make, and being delayed by

nevertheless pressed on with unfailing industry, never hesitating, never wavering, and never delaying. In weather, no holiday, seemed to deter him from his work. When he was informed, a few weeks since, that the company desired a road finished by the 1st of November notwithstanding his contract did not expire until the 15th of the present month, he immediately commenced to work every day in the week, and sooner

been surprised at his being able to discipline his hands as to work them the night. But Coyle is a genial, intelligent, go-ahead Irishman, firm and energetic when on duty, but kind, warm-hearted and obliging when off duty, and these qualities please the sons of Erin. Barney Mulvahil, the very efficient gentleman who has just finished laying the ties and track, is of the same stamp, and is said to be unexcelled in his line.

We understand that the principal railroad superintendents, Albert Fink, Esq. of Louisville, Ky., has had new passenger coaches constructed for our route, which, in a few days, will leave Richmond regularly every morning, through to Louisville, and return every evening. Our traders, merchants and fair ladies will now be near neighbors to the people of the Falls City, and trust that the grand railroad jubilee come off here on the 17th will so com-

strengthen "till revolving years shall
cease to move,"

A HORRIBLE DEATH.

Distressing Case of Destitution in Birmingham—A Man Starves to Death

[From the Pittsburg Commercial.]

A German named Frank Stein, a
about fifty years, a paddler by occu-
pation, has for some time past been

near the Diamond, in Birmingham. He frequently took extended trips into the country pursuing his vocation. He was noticed going into his room on Wednesday last, but was not seen afterwards until Saturday, when the howlings of a dog in Stein's room attracted the attention of a neighbor, who ascended to the room, and upon opening the door was horrified to see the body of the unfortunate man lying on the floor, and a half-starved dog looking watchfully at him.

was examined and found to be partially decomposed. Coroner Clawson once sent for, and having empaneled a jury proceeded to hold an inquest on the body. Dr. J. H. Roberts, who had examined the body, gave it as his opinion that death resulted from the want of proper nourishment. The surroundings indicated that the Doctor's theory was correct, as the cupboard was entirely empty, and no food of any kind could be found.

which prevented him from following occupation as peddler with regularity. It is thought that he went to his room on Wednesday, and being without money to purchase food, literally starved to death. His dog remained faithfully by his side even after death, and was unable to walk when found. The neighbors were not aware of Stein's destitution until after his death. The coroner's jury rendered a verdict of death

The body and had it decently interred at the expense of the county. It is known whether the deceased had relatives in this country or not.

Thieves Among the Military.
The London correspondent of the shire paper tells a most extraordinary story. He says:
"I have a word to say about a grievous scandal which is well known to

There is a certain militia regiment, ing from the east end of London, a martial appearance is lamentable. The privates are for the most part costers, gamblers and thieves. When out for training, they pick each other's pockets incessantly; they rob their officers of wages and chain, and such like valuables; when they receive their pay the paymaster has to keep them at a distance so that each man comes forward separately to receive his money, or the rest of the

with it. Latterly, the men who been standing in the front rank of several days' drill came forward and declared that they would no longer do as their comrades behind them stole everything from them. On another occasion, when they happened to be on their month's training, during a drill which brought a large number of people into the London streets, one of the recruits demanded leave, and on being refused by his commanding officer, he

be otherwise £5 out of pocket. I asked how he could make so large a profit in a single day, he admitted, with hesitation, that he was a professional thief, and could not afford to lose a day's harvest as that. Some weeks this precious regiment was down at Biershot, and took to quarreling with other militia regiment. The fight was to grow serious, and at last it was necessary to call out a regiment of lines' men to suppress the combatants."
